

July 21.

THE ORIGIN OF NAMES OF VESSELS

Where the Titles of the Various Rigs Originated.

Schooner the Only One from Purely American Source.

Dr. Johnson's dictionary, published in 1733, just before the dawn of the American Revolution says the New York Nautical Gazette, defines a ship as "a large, hollow building made to pass over the sea with sail." The root of the word is unknown, though it is derived from the Old English "schip," which in turn is derived from the Anglo-Saxon "scip," or "scyp." In Gothic, Icelandic, and Old Frisian it is "skip," in Dutch "schip," Danish "skib," Swedish "skepp," and German "schiff."

The German word, though pronounced "shiff," supplies us our word skiff, a small, light boat. All of which proves the close kinship between the people of Northern Europe, from whom Americans are mainly descended. The word "bark" is also so spelled in Dutch. Its other English form, "barque," is also the French form. In Danish it is "bark," and German "barke." The Italian and Spanish form is "barca," which meant any small craft. The source of the word is "bari," which dates back to Egypt and the Nile.

It is a vessel most favored by the poets, who, however, probably used the word in a comprehensive sense concerning any vessel. Milton, in his poem "Lycidas," written to commemorate a friend drowned at sea, refers to "that perfidious bark built in the eclipse and rigged with curses dark." Lovers of Tom Moore will readily recall his lines, "Oh, steer my bark for Erin's Isle."

"Barge," which now has an entirely different meaning from "bark," is derived from the same source. It formerly meant a sailing vessel of any sort. The Dutch word is "bargie" and Low Latin "barga." In his "Canterbury Tales" Chaucer says of the shipman: "His barge yclept was the Maud eleyne." In our day barge has at least half a dozen meanings, but does not now mean a deep sea vessel. It is used to convey coal, and it is used to convey royalty—being then styled a "State Barge."

"Brigantine" conjures up the sea brigands of the Mediterranean who originated this type of vessel, which was formerly called "brigandine," a light vessel such as has been formerly used by corsairs or pirates. The German name for brigantine is the same as ours, the Dutch "brigantijn," Swedish and French "brigantin," and Italian "brigantino."

Spenser and Milton both use the older form of "brigandine," while Otway, a young poet, contemporary with Milton, writes in "Venice Preserved": "In your brigantine you sailed to see the Adriatic wedd." "Brig" is of course a contraction of brigantine. In Danish it is the same as in English, while in Dutch and Arabic it is "brik," in French "brick," and in German and Swedish "brigg."

Schooner is Admittedly of Local Origin.

"Schooner" is distinctively American. It is an old story, oft repeated, that the first schooner was launched at Gloucester in 1713. "See how she scoons," exclaimed a bystander. "A schooner let her be," replied her builder, Capt. Andrew Robinson; and that settled.

The word "schoon" is of Scottish origin and means to skim, or skip. In Dutch, German and French the word is the same as the English; in Swedish it is "skonert," Danish "skonnert," Spanish and Portuguese "escun," Russian "skhuna," and in Turkish "uskuna."

The yacht was first introduced in England in 1661 when, according to Evelyn, the Dutch East India Company presented a yacht to Charles II. In Dutch it is spelled "jagt," pronounced "yart," and French "yacht," pronounced "yatt."

"Sloop" is from the Dutch "sloop," and is pronounced the same. Our American word "stooop" is also derived from the Dutch "stoep" and similarly retains the Dutch pronunciation.

Another type of craft is the "pram," French "prahm," a flat bottomed boat used on the coast of Holland and in the Baltic sea. "Shallop" is said to be either American or East Indian in origin. The French call it "chaloupe," the Germans "schaluppe," while in Spanish and Portuguese it is "chalupa," and Italian "scialuppa."

"Smack," uncommon on this side of the Atlantic, is familiar enough on the coasts of the British Isles and Europe, and is the name given to a small coasting vessel used largely in fishing. Its Dutch name is "smak," Low German "smack," Danish "makke," German "schmacke," and French "semaque."

Some Titles Which are now Practically Obsolete.

The "pinnacle," now obsolete as a vessel of commerce, is still in naval use. The French word is "pinasse," Spanish "pinazza," Italian "pinassa," all derived from the Latin "pinus," a pine, from which timber it was constructed. In his ballad, "The Revenge," Tennyson mentions how "the pinnacle like a fluttered bird, came flying from far away" to report the approach of the Spanish fleet. In his history of New England Winthrop writes: "There came from Virginia in to Salem a pinnacle of 18 tons, laden with corn and tobacco." As an English word it dates back to Saxon times.

"Packet" applied to vessels carrying passengers and mails under government control, has, since the introduction of steam, become almost obsolete, although there are yet several "steam packet companies." The word originated with the famous packet service established in 1688 at Falmouth, Cornwall, having stage-coach connection with London. At one time there were fifty vessels in this line, which

served among other places New York, Charleston and Savannah. During the war of 1812 one of these packets, the "Townshend," surrendered, off Barbados, to two American privateers, after a desperate resistance. When steam superseded sail and stage coach, Falmouth lost this trade, which was diverted to Liverpool and Southampton.

The word "frigate" has, in our own day, become obsolete. The French word is "fregate," Spanish "fragata," Italian "fregata." A vessel of Mediterranean origin, it is traced back to the Latin word "fabricata." It was first used in England in Queen Elizabeth's reign, and in the eighteenth century was applied exclusively to vessels of war. In naval parlance a frigate was rated as such when she carried from 20 to 50 guns, and was a swift sailer. Our modern cruiser is the immediate successor of the frigate, which, both under sail and steam, has played a prominent part in the history of the American navy. The corvette, also obsolete, was the name applied to war vessels next in size to the frigate.

SCARCITY OF BAIT BOTHERED.

GEORGESMAN AND SHACKER HAVE SMALL FARES IN CONSEQUENCE.

Three of the seining fleet are here this morning. They have no fish and their skippers and crews are not charmed with the prospect, so one will shift over to haddocking, while another is likely to haul up for a while at least.

Yesterday afternoon the shore gaskiners got a blank on bluebacks, but took about 2500 small fresh mackerel in all. Sch. Maud F. Silva brought down 60,000 fresh fish from Boston and sch. Margaret Dillon came up from Portland with 30,000 pounds of fresh cusk, both fares going to the splitters.

Sch. Pythian, from Georges salt drifting, has a fine catch, 45,000 pounds of salt cod, and sch. Terra Nova, from an eastern cod shacking trip, brings 100,000 pounds of salt cod, which is a good catch, considering how scarce bait has been.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Terra Nova, Sable Island Bank, 100,000 lbs. salt cod.

Sch. Pythian, drifting, 45,000 lbs. salt cod.

Sch. Maud F. Silva, via Boston 60,000 lbs. fresh fish.

Sch. Margaret Dillon, via Portland 30,000 lbs. fresh fish.

Sch. Lizzie M. Stanley, seining, 2 bbls. salt mackerel.

Sch. Shenandoah, seining.

Sch. Aloha, seining.

Sch. Little Fannie, shore, 600 small fresh mackerel.

Steamer Mindora, shore, 400 small fresh mackerel.

Steamer Alice, shore, 300 small fresh mackerel.

Steamer Marchant, shore, 400 small fresh mackerel.

Steamer Mystery, shore, 900 small fresh mackerel.

Sch. Sylvania, seining.

Sch. Lafayette, via Boston.

Steamer Hurricane, shore.

Steamer Gertrude, shore.

Vessel Sailed.

Sch. Teazer, halibuting.

Sch. Mary T. Fallon, halibuting.

Sch. Lucania, seining.

Sch. Blanche F. Irving, swordfishing.

Sch. Richard J. Nunan, haddocking.

Sch. Mina Swim, drifting.

Sch. Marsala, Georges.

Sch. Reliance, shore.

Sch. James A. Garfield, Maine coast.

Sch. Addie W. Story, Maine coast.

Fishing Fleet Movements.

Sch. Rena A. Percy was at Shelburne, N. S., Wednesday and cleared for the fishing ground.

Sch. Bohemia, Capt. Ormsby Seeley, one of the salt trawl bank fleet of this port, was in on the Labrador Coast for harbor yesterday.

PORT OF GLOUCESTER.

Coastwise Arrivals.

Sch. Stella Francis, New York, coal for Cape Ann Anchor Works.

Sch. Abbie Bowker, Sullivan, Me., stone for New York.

TODAY'S FISH MARKET.

Salt Fish.

Salt mackerel, \$20 per bbl. for large and \$16 per bbl. for tinkers.

Salt trawl bank codfish, \$4.12 1-2 per cwt. for large, \$3.62 1-2 for mediums and \$2.75 for snappers.

Handline Georges codfish, large \$4.87½, medium \$4.37½, snappers \$3. Salt "Drift" codfish, large, \$4.62½, medium \$4.25.

Eastern halibut codfish, large, \$4.12½, medium \$3.62½.

Haddock, \$2.00.

Pollock, \$1.75.

Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Hake, \$1.75.

Eastern shack trip cod, \$4.12½ for large and \$3.62½ for medium.

All codfish with napes picked bring 25c over the above prices.

Salted whiting, \$2 per bbl.

Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.40 per cwt.; medium, \$1.85 per cwt.

Peak and Western bank fresh codfish, \$2.35 per cwt. for large and \$1.90 for mediums.

Cusk, large, \$1.75; mediums, \$1.25; Hake, \$1.90.

Dressed pollock, 90 cts., round, 80 cts.

Bank halibut 10 1-2 cents per lb. for white and 8 1-2 cents for gray.

Fresh "drift" codfish, large, \$2.60 per cwt.; mediums, \$2.05.

Cape North cod, \$2.20 for large and \$1.75 for mediums.

Fresh large mackerel 19 cts. each; mediums 12 cts., tinkers 5 cts. each.

Fresh shad, \$3.15 per bbl.

Fresh whiting, 60 cts. per bbl.

On the Railways.

Sch. Rex is on Burnham's railways.

Halibut Trip Stock.

Sch. John Hays Hammond, Capt. Lemuel E. Spinney, stocked \$2600 as the result of her 14 days halibut trip, the crew sharing \$62.50 clear.

CAPT. GIBBS' STATEMENT.

ADMITS THAT HE BOUGHT BAIT ON THE NON-TREATY COAST.

The St. John's, N. F., Chronicle of Monday publishes the following as the official and voluntary statement of Capt. Gibbs of the fishing sch. Harmony of Boston, recently seized by the Newfoundland authorities on the charges of violation of the bait act and not reporting at custom house and fined \$1200 therefor, which fines were paid:

Newfoundland, Southern District, Dawson's Cove, To wit—

"The voluntary statement of Christopher Gibbs, master of the schooner Harmony of Boston, U. S. A., who saith—

"I am Master of the schooner Harmony and my present crew are—Lewis Johnson, cook; John Gearin, Ernest Gearin, Everet Osker, Osbury Doey, Edward Horton, Joseph King, Stillman Hipson, Jerry Himen, Jerome Fraser, Edmond Santos, Joseph Silvey, Frank Church, Alfred Cutrue, Andrew Mews, James Butt, J. Porter and Henry Wilkie.

"We left Gloucester on May 23d. last, on a fishing trip. We first went to Arichat and purchased a Canadian license to enable us to get bait on any part of the Canadian coast. We paid one dollar and fifty cents (\$1.50) per ton for this license. We went into a couple of other ports on Canadian coast, but got no bait. We then went to St. Pierre, looking for caplin bait. We got none there, and from St. Pierre we went to Miquelon but there was no caplin there.

"We left Miquelon on Wednesday, the 28th day of June, for Connaigre Bay. We arrived there that night. We hove up off Great Harbor after daylight on Thursday morning and sent a dory ashore. We went from there to several other parts of the bay to look for bait. We anchored in Pocket Thursday night and on Friday morning we anchored in Dawson's Cove, as some of the fishermen told me that there was herring to be had. I did not report at the customs. I did not want to, as I was in for bait. I did not want them to know that I was here. I bought from the fishermen at Dawson's Cove 19 barrels of herring, for which I paid 1.25 per bbls. That is all the herring that I bought here, and that is all that I have on board.

"I bought the 19 barrels of herring for exportation for bait purposes. I have them iced down in my bait pound self and the crew have to pay all bait bills. The owners do not pay anything towards the bait account. Every man on board is interested in the bait for the vessel.

"I have no license from the Newfoundland government to purchase or have those herring on board. I had an idea that my Canadian license might do me. I had no desire to wilfully violate the Fishery laws of Newfoundland, and did not think that by coming into Newfoundland waters and purchasing a few barrels of herring for bait I was doing anything very wrong. We are all sharemen on board and have been looking around for bait for nearly five weeks. It is nearly two months now since we caught any fish. We are poor fishermen and will feel our detention and loss very keenly.

"(Signed) Christopher Gibbs, Master Sch. Harmony.

"Declared before me this third day of July, A. D., 1911.

"Joseph O'Reilly, J. P. Commissioner.

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SAW SEA SERPENT.

So Say Party of Newburyport Fishermen Near Merrimac River.

A sea serpent was seen at the mouth of the Merrimac river yesterday afternoon by a party of Newburyport fishermen. The strange creature is described as about 10 feet long and resembled a seal. It jumped out of the water within a few yards of a boat which contained a party from Newburyport. Some of the old mariners who have heard the tale stated that it was probably a sea lizard.

CATCHING THE COD



Unloading and Dressing the Fish on the Docks

DESTINY ordained that Gloucester should be the first and greatest fishing port in the new world. Away back, as far as 1602, that daring navigator, Gosnold, found that codfish were plenty in Massachusetts bay and for 20 years before a permanent settlement was made here, the fisheries were pursued off this coast, with profit. Destiny took a hand when the Dorchester company's 50 ton ship set out from England in 1623, it being the intention of those concerned to engage in a fishing trip and also found a permanent colony. The ancient records tell us that the expedition had no definite place in view for settlement and that arriving late in the season at the fishing grounds on the Maine coast, the fishing was found poor and in hopes of making up a full fare, the voyage was continued to Massachusetts bay.

Here, off Cape Ann, cod were found in abundance, with the result that in the fall of 1623, the craft sailed for Spain, deeply laden with fish, while 14 men, with necessary provisions, were landed at Cape Ann. Our first colonists, therefore, were fishermen and the first business of the place was fishing. The first fishing "stage" or wharf was erected at Stage-Fort, now a public park of the city.

With the exception of possibly a very few years immediately following 1626, the fisheries have been followed from this port through all these 286 years, practically without interruption. Beginning with one craft of 50 tons, Gloucester now boasts of the finest fleet of fishing vessels in the world; fleet, staunch, yacht-like crafts, numbering 273 sail, with a tonnage of 21,864 tons, manned by about 5000 men, than whom there are no more brave, hardy and daring who sail on any sea.

History tells us that one of the fares of fish in the days about 1623 brought 5000 pounds sterling in Bilbao, Spain. Today the fishing business of Gloucester has a census rating of over \$7,000,000. The first vessels used were ketches, shallops and pinnaces, all little crafts and partially decked over. The first schooner, Gloucester's greatest step forward in fishing vessel architecture, came in 1713. Today, built on yacht lines, safe, staunch and speedy, a fishing vessel challenges the admiration of the marine world.

To tell how the 140,000,000 pounds of fish, which are brought annually to this port or landed by Gloucester vessels at other ports, are caught and cured and prepared for the tables

of millions of homes, would be an interesting story, but too long for these pages.

Records of Gloucester's fisheries previous to 1830 are vague, but since that year, to January 1, 1911, they have cost the lives of 5376 hardy toilers of the sea, who have left behind them 1084 widows and 2193 orphans. Since 1830, some 784 vessels, measuring 42,372 tons, valued at over \$4,000,000, have sailed from this port, never to return.

The Gloucester fisheries are the most extensive in the world, and are prosecuted from the dreaded sands of Diamond Shoals, off Cape Hatteras, to the great ice fields and bergs of the Greenland coast. "Gloucester" and "fish" are synonymous the world over.

The codfish industry was formerly carried on only during the cooler months of the year. At the time of the Civil War the price of meat became so high that the fish business was carried on to a limited extent in the nearby cities the year round. After the close of the war the fishing season was extended somewhat, but the summer brought a cessation. It was not until 1881, with the advent of boracic acid preservatives, that the industry gradually became an all-year-round trade, and that long shipments were made possible. Today January is an average month in the codfish industry, with April indicating the lowest ebb in the tide of the business and October the highest. The introduction of preservatives was the cause of a marked increase, while in the last 10 years the summer trade has increased from 25 to 30 per cent.

Of the various fish which New England ships out, the cod ranks highest in point of interest and picturesqueness. With the departure of the fishing vessels, when relatives and friends bid the men good-by for, perhaps, but a few months, and then perchance for all time, until the moment when the fish is served at breakfast or dinner, the process is a fascinating one to the layman.

There are four methods used in catching codfish—bank or trawl fishing, Georges handline fishing, Rip fishing and dory handline fishing. Cod are caught off the coast of Newfoundland and on the Banks. The latter comprises a huge tract nearly 600 miles long and 200 miles wide, extending from the lower end of Cape Cod in a general easterly direction.

For the bank or trawl fishing the vessels start from Gloucester, the latter part of January and return about

July. A second trip is made in July or August, and ending about October or November. For these trips only the staunchest sailing vessels are used. The crew runs from 18 to 22 men, two men for each dory carried; a captain and a cook. The equipment consists of about 400 hoghead of salt, and an average of about 20,000 pounds of bait. This has to be of a special kind, as cod bite only when the bait is good. In the case of one bait used, caplin, the supply has to be obtained from Miquelon, as it can be obtained neither at home nor from the English colonies. But eight dories are generally carried; never more than 10.

When starting out each dory takes four tubs of baited trawl lines. As each tub contains nine lines 300 feet long, the distance covered by one tub would be 2700 feet, or, of the four tubs, over 10,000. A vessel carrying 10 dories, therefore, is equipped with 20 miles of lines. On every line there are approximately 90 hooks, or 800 to the tub; consequently a vessel can set 32,000 hooks at one time. These hooks are attached to the lines by means of shorter lines, known in the fishing world as "gangings."

When a vessel arrives at the fishing ground soundings are taken, and, if favorable, what is called a flying set is made—that is, the trawls are set while the vessel is in motion. If it shows the fish to be abundant, the boat will remain. For the flying set the vessel starts a course across the fishing ground, the dories being dropped off one by one, and all rowing away from the vessel, in one general direction. When the last dory has been dropped the vessel returns for the first, the trawl having been set by this time. This trawl is kept afloat by means of buoys and stationary with anchors, and so can be left. Each dory is then picked up and the vessel makes a short cruise around, and then drops the dories off once more. This time the men proceed to pull the trawls and take off the fish.

Once more the vessel retraces her course and picks up each dory as the work of taking off the fish is completed. If this flying set is successful, the vessel anchors and the fishing proceeds, the trawls being set once and sometimes twice a day. A single dory will carry an average of 1000 pounds of fish, with a maximum of more than twice that amount. Sometimes more than one loadful of fish will be on a trawl, and so a second trip must be made.

The fish are passed from the dories to the vessel with pitchforks, called pews, and are kept in lots on deck by means of division boards, in order that the motion of the vessel will not bruise them. Once the fish have all been gotten on board the crew is divided into splitting gangs, each consisting of three men. The first man removes the head and splits open the body of the fish, the second removes the viscera and the third splits the fish and removes part of the backbone. In fishing parlance these men are known by the unpoetical names of throaters, gutters and splitters. Each fish loses about 40 per cent. in weight by this process.

After this the fish are thoroughly washed and then slipped down a canvas chute into the hold, where two men are at work salting and kenching, or piling them. This must be extremely carefully done, in order to prevent the fish from spoiling, which would mean sorting the good and bad out and rekenching later on. Two men who are especially good at salting are always chosen for this part of the work, and are held responsible for the condition of the fish. The salt is carried in compartments in such quantities that when one is filled with fish the next is empty of salt, and thus the space is utilized to the best possible advantage. All of the fish are salted on the bank trips. In thus preparing the fish the gurry, or refuse is

[Over]

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Cutting Fish Cakes

handline fishing is done. The trip usually lasts three or four weeks, beginning the latter part of February. This is one of the favorite spots, as the fish caught are considered of a superior quality. The method used in catching the cod there is the same as in rip fishing, the crew generally numbering from 14 to 16 besides the captain and cook, while herring is the principal bait used.

Of the annual catch, the Georges banks and adjacent grounds furnish about 70 per cent, while the Grand and Western Banks furnish the other 30. Approximately 60 per cent of the fish are brought in iced or fresh, and the remainder salted. Those boats that bring in salted fish are designated as salters and those that bring in salted and iced or iced fish only as shack fishers.

The salted fish are removed from the hold of the vessel to the deck and from there to the wharf by pews where they are separated into three classes—snappers, medium and large, according to their size. Large fish usually amount to more than half the number, while there are about 41 per cent medium. As the fish are pitched out they are examined for any evidences of spoilage, which might occur from slack salting, carelessness in that connection, or a small leak in the deck. Those accustomed to handling the fish can pick out those in any way infected instantly. Sometimes two or three of the crew may act as inspectors. The fish are weighed separately, washed by pitching into tanks of water, or scrubbed with brushes, if necessary. They are then put into butts in the storage houses.

The curing of salt fish depends upon drying, which is accomplished in three ways—by the use of salt, by pressure and by exposure to the air. In this country all three methods are employed. The fish are pickled in butts, huge molasses hogsheads, which are used for as long as 20 years. For fish used in making fish cakes for domestic use, they remain in the butt from eight to 12 days if salted, and three weeks if fresh. During the pickling process the fish are covered with strong brine, after which they are washed and kenched again, this time to drain off the brine. They are dried in what is known as the flake yard. There they are placed on flakes or latticed beds. These are covered with box-like tops at night and during rains, while awnings are used to protect them from the sun. Following the drying process the fish are carried to the storeroom, where they are kenched until packed for shipment.

As the orders come in the fish are taken to the skinning-room. If the fish are to be put up as "absolutely boneless," both the fins and skin are removed. They are then passed on and the bones are all removed by means of forceps. If the fish goes out as simply "boneless," only the fins are cut off, and the thick part of the backbones removed, the small

bones being allowed to remain. Then the fish are cut. For this part of the work a special table is used, and the fish are so placed that the best portions come across openings through which they are cut. The pieces of fish are passed to girls, who sort and weigh them, for one or two pound cakes, as the case may be.

Two good pieces are chosen to make the outside of the packages, while the short narrow strips are used to fill in. The fish cakes are all made essentially the same way. The fishmaker puts first one large piece into the galvanized iron mold, then the small pieces, and, lastly, the other large piece. This is for the purpose of giving the cake the best appearance. The mold is then pressed tightly by foot power and held for a few seconds; a twine string is then tied securely around each end. The package is completed by wrapping first, in paraffined paper, and then in the labelled wrapper. The loss in weight of the fish from catching until prepared as "absolutely boneless" is enormous. The choice ends, napes, tails, etc., of the codfish from the trimmings are put up in various-sized packages, most of which are sold in New England.

Shredded codfish is made up from the trimming not otherwise used in packing the regular tablets. This material is as good as any, but too small for other use. Codfish tongues are shipped in brine in barrels and pails, while the codfish cheeks are dried and shipped in boxes. The sounds are sold with the tongues, or separately.

Several uses other than cakes are made of the various parts of the codfish. The gurry of fresh waste—heads, skins, fins, bones and the livers and sounds—are all put to use. The heads and other waste go to make glue, and are afterward converted into fertilizer and chicken feed. The skins are the most valuable for glue, and bring as much as \$65 a ton.

The livers are thrown into hogsheads at the time the fish are dressed and saved for oil. The oil from old livers is used for tanning leather, being worth about 20 cents a bucket. The fresh livers are sold for about \$3 a barrel, and are used in the manufacture of cod-liver oil as used in medicine. This alone forms an important part of each year's catch, as one vessel is reported to have received \$800 on a single trip for the livers alone. Cod sounds are eaten, selling at one time for more than 40 cents a pound, but now being much cheaper.

The codfish even has claims to passing posterity as a famous fish, for it was no less than a New England college professor who wrote the touching little couplet,

"The walter bawled it through the hall:

"We don't serve bread with one fish ball,"

Which, of course, meant a codfish ball.

thrown overboard, and the position of the boat changed whenever the ground becomes polluted. The day's work done, the fish dressed and in the hold and the deck scrubbed, the dories are hauled on deck.

In doryline-fishing the vessels usually start on the first trip about April and return in June. The crews are similar to the others, with only one man to each dory, however. The dories used in this instance are also smaller, and the bait consists of clams, only one supply of which is carried. The fishing ground reached, the dories put off in all directions, sometimes as far as three or four miles, and with each man working for himself. Each fisherman uses two lines, with two hooks on each. When this method of catching the fish is employed the boats usually go out at sunrise and come back about 10 o'clock, though if armed with a grub basket a longer stay may be made. The fish are counted as they are pitched on deck, those below 22 inches in length being excluded. Dressing and handling the fish in the vessel is done the same as in trawl fishing.

Rip fishing is done off Nantucket on the fishing grounds known as the Rips, and begins about April and continues until October. The fish on these trips are sometimes salted, and sometimes landed fresh, or iced, the latter on shorter trips. Cockles are used as bait, and the work is all done from the deck of the vessel by a crew of from 12 to 20 men, while the boat is drifting. The bait is used alive, and costs as much as \$1 a bucket, 50 buckets being necessary on a fresh trip, and 200 on a salt trip. Each man uses but one line with two hooks, and keeps track of the fish he catches by cutting out their tongues. For the purpose of giving each man an equal chance, the positions on deck are followed in rotation by the crew.

It is on the Georges bank, south-east of Gloucester, that the Georges

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SMALL FARE OF GROUND FISH.

ALSO FOUR SWORDFISHERMEN
AND ONE FARE OF BLUE.
BACKS AT T WHARF.

The total receipts of ground fish at T wharf this morning are contained in one little sloop and figure up the microscopic total of 2600 pounds, of which 2000 pounds are cod, and not a pound of haddock in the lot.

The other arrivals there are one craft, sch. Charles A. Dyer, with 136 barrels of bluebacks, which will go for bait and four swordfishermen with catches ranging from 42 to 95 fish, the price on these being 4 and 41-4 cents per pound.

Boston Arrivals.

The fares and prices in detail are:
Sch. Mabel E. Bryson, 94 swordfish.
Sch. Mildred J., 53 swordfish.
Sch. On Time, 61 swordfish.
Sch. Charles A. Dyer, 136 bbls. fresh bluebacks.
Sch. Lewie Warren, 42 swordfish.
Sch. Azorean, 2000 cod, 200 hake, 200 cusk, 200 pollock.
Cod, \$3.75 per cwt.; pollock, \$2; hake, \$2; cusk, \$2; swordfish, 4c to 4 1/4c lb.

FRENCH FISHERMAN SUNK.

Crew Had All Night Row in Dories to
St. Pierre, Miq.

Weary from an all-night pull through the rolling seas in open dories, 16 fishermen rowed up St. Pierre, Miquelon, harbor yesterday, bringing the first news of the sinking of the French fishing schooner *Mirande* Thursday, off St. Peter's bank.

The fishermen said that the first they knew there was trouble came when the schooner suddenly began to fill with water. Rushing below, some of the fishermen found that the *Mirande* had sprung a leak and was rapidly sinking.

The men hurriedly put off in their dories. They started their long pull for the shore just after the schooner went below the surface of the water.

The *Mirande* was built in 1876 and was registered 42 tons net. She was owned by St. Pierre people and was formerly called the *Perseverante*.

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MADE SMALL MACKEREL HAULS

BUT SEINERS ON THE RIPS DID
NOT GET ENOUGH TO BRING
TO MARKET.

The crew of the seiner *Shenandoah*, which arrived at this port this morning, report that several of the seining fleet made small hauls of mackerel on the Rips yesterday, among the luck crafts being schs. Marguerite Haskins, Ralph L. Hall and Slide Gorton. There were some small pods of fish showing but they were very wild and none of the crafts got enough to go to market with. The men of the *Shenandoah* said that the Hall got the largest haul.

The report yesterday that sch. Stilleto was at this port with a small fare of salt mackerel was incorrect.

Schs. Lucania and Lizzie M. Stanley will now haul out of seining, put on the dories and go shacking.

The fare of salt mackerel of sch. Arabia sold to Sylvanus Smith & Co. at \$23 per barrel. The fish were all large, two barrels going 120 count and 27 barrels going 90 count to the salted barrel. They were all rimmed and of good color and in fine order, showing quite a lot of fat.

Yesterday afternoon the gasoline shore seining fleet struck only a barrel or two apiece of bluebacks and kyacs, but five of them had from 300 to 900 each of small fresh mackerel, about 2500 all together, which sold at the Port at 41-4 cents each.

Capt. George Peeples of the sword-fishing sch. Lafayette reports, sighting an immense red school of mackerel last Saturday 25 miles southeast of No Man's Land. His craft which was at Boston yesterday brought in a small turtle.

July 22.

RECIPROCITY BILL PASSES TODAY.

Legislation Most

Important to Gloucester

Since the Civil War.

Local Opinion Is

However Divided as to

Its Benefits.

Today, unless all signs fail, there will be enacted on the part of the United States, a bill of more vital interest to the city of Gloucester than any piece of national legislation since the Civil War, namely, the Canadian reciprocity bill.

With the passage of the bill by the Senate, which action is scheduled for this afternoon and the signing of the same by President Taft, which official act is set down to take place at 2 o'clock, the most bitter fight for legislation waged by any administration in recent years will close.

The act has not yet been enacted by the Canadian parliament and at present it is expected that the opposition there will force a general election before it is passed upon. The government majority at present is 40 and it is claimed that even an election would not disturb this materially and Premier Laurier, the advocate of the bill, would continue in power.

The reciprocity bill provides for the free entry of Canadian fish into the United States, and contains no concessions on the part of Canada to the fishing interests of this country in return. The bill has been very strongly

opposed by the fishing interest of this city, with a very few exceptions. About all of the business houses whose business is allied with the fisheries and fitting of vessels also opposed the bill, while on the other hand, among the retail dealers along the street, there is an unmistakable feeling in favor of the bill, which though not always expressed, is evident.

Besides these there are a great many in the several walks of life, who openly advocated the "free fish" pact. For the first time, on national fishery legislation Gloucester sentiment was unmistakably divided and this division of opinion was well known at Washington.

That at least 60 senators out of a total membership of 91 will vote in favor of the measure is predicted by senators of both political parties. This vote will include all but four or five of the Democrats, and will include also a great proportion of the so-called "stalwart" Republicans, including Senator Lodge. Opposed to the bill will be a majority of the Republican insurgents, who come from northwestern states, a few of the Republican regulars and a handful of Democrats.

July 22.

SWORDFISH ATTACKED DORY.

Crew of Sloop On Time Had to Kill
Shark Before Former Was Secured.

Benj. Ferguson, one of the crew of sloop On Time, while hauling in the line attached to a 300 pound swordfish on Georges a few days ago, had the fish turn on him and run his sword through the dory with such violence as to break the sword off.

As the fish backed away, a big shark tackled it and Ferguson and Capt. Peter Johnson had to kill the scavenger before they could get the swordfish alongside the vessel.

Portland Fish Notes.

The sch. Lizzie May also brought in 80 barrels, while the little sloop Jennie R. landed 35 barrels.

A small trip of halibut, some 5000 pounds, was landed at Portland Thursday by sch. Margaret Dillon of Boston. The schooner also had on board about 30,000 pounds of cusk, for which there is not much demand here, and the schooner after taking out her halibut at the J. W. Trefethen Co.'s sheds was forced to take the other fish to Gloucester, where they were sold to the splitters.

July 22

Bait Scarce.

There was no squid at Provincetown yesterday. The steamer Quoddy landed 50 barrels of herring at Provincetown Thursday, the Bethula came to Boston with 150 barrels and from the Nahant traps the Italian fishermen brought in 165 barrels. Portland, Me., also received 200 barrels of blueback herring from local sellers.

July 24.

T WHARF HAS FISH IN VARIETY.

DEALERS HAVE MANY KINDS ON
THE MARKET THIS
MORNING.

T wharf has a fine supply of most any kind of fish this morning from a 500 pound swordfish to a one pound mackerel. Besides five good swordfish trips and three small fares of mixed fresh mackerel, the dealers had before them when the bell rang, two fine trips of halibut and 15 fares of ground fish, many of the latter being of good proportions.

Outside of swordfish which are well known and seem unable to get back, as long as the big fish continue in such liberal receipts, and haddock which are and have been plenty for some time, fish of various kinds bring good prices. As a sample, large mackerel are worth 35 cents each, right out of the vessel, large cod are selling at \$4 and \$4.50 and pollock are bringing \$3 and \$3.50.

Most of the market fleet in this morning have fine lots of codfish, caught to the eastward in the vicinity of the Cape Shore. Cod have been very scarce and high and the price today is good considering the unexpectedly large amount in.

The two steam trawlers *Ripple* and *Spray* are in with good fares, but the banner trip in the dock is sch. Gov. Foss, Capt. Fred Thompson, from a short while gone to La Have bank and hauling for 125,000 pounds of fresh fish and 25,000 pounds of halibut.

Boston Arrivals.

The fares and prices in detail are:
Sch. Walter P. Goulart, 30,000 haddock, 24,000 cod, 2 swordfish.
Sch. Warren M. Goodspeed, 50,000 haddock, 1200 cod, 4000 hake.
Sch. Lear C., 37 swordfish.
Sch. Stranger, 111 swordfish.
Sch. Jennie H. Gilbert, 85 swordfish.
Sch. Rose Standish, 104 swordfish.
Sch. Angie Watson, 114 swordfish.
Sch. Mary DeCosta, 45,000 haddock, 250,00 cod, 3 swordfish.
Sch. Mary E. Cooney, 15,000 haddock, 40,000 cod, 1500 hake, 5000 cusk, 7 swordfish.

Sch. Francis V. Sylvia, 40,000 haddock, 27,000 cod, 2 swordfish.

Sch. E. C. Hussey, 2000 haddock, 18,000 cod, 7000 pollock, 3 swordfish.

Sch. Ralph L. Hall, 7000 fresh mixed mackerel.

Sch. Marguerite Haskins, 4000 fresh mixed mackerel.

Sch. Mary Emerson, 3400 fresh mixed mackerel.

Steamer *Ripple*, 60,000 haddock, 2000 cod, 1000 hake.

Sch. Thomas Brundage, 2000 haddock, 13,000 cod, 2000 pollock.

Sch. Gov. Foss, 125,000 fresh fish, 25,000 halibut.

Sch. Paragon, 40,000 fresh fish, 25,000 halibut.

Sch. Flora J. Sears, 20,000 haddock, 21,000 cod.

Sch. Alice M. Gurnie, 7000 haddock, 22,000 cod, 15,000 hake, 12,000 cusk, 5000 pollock.

Sch. Athena, 51,000 haddock, 2500 cod, 3500 hake.

Sch. Junilda, 1000 haddock, 22,000 cod, 3000 pollock.

Sch. Philomena Manta, 1000 haddock, 11,000 cod.

Sch. Rose Cabral, 9000 haddock, 7000 cod, 4000 hake.

Steamer *Spray*, 50,000 haddock, 4000 cod, 1300 pollock.

Haddock, \$1.25 to \$1.75 per cwt.; large cod, \$4 to \$4.50; market cod, \$2 to \$2.50; pollock, \$3 to \$3.50; hake, \$1.25 to \$2.25; cusk, \$2; fresh mackerel, large 35c, medium 20c, small 5c each; swordfish, 43-5c to 43-4c lb.

TODAY'S FISH MARKET.

Salt Fish.

Salt mackerel, \$20 per bbl. for large and \$16 per bbl. for tinkers.
Salt trawl bank codfish, \$4.12 1-2 per cwt. for large, \$3.62 1-2 for mediums and \$2.75 for snappers.
Handline Georges codfish, large \$4.87 1/2, medium \$4.37 1/2, snappers \$3.

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Salt "Drift" codfish, large, \$4.62 1/2, medium \$4.25.
Eastern halibut codfish, large, \$4.12 1/2, medium \$3.62 1/2.
Haddock, \$2.00.
Pollock, \$1.75.
Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.
Hake, \$1.75.
Eastern shack trip cod, \$4.12 1/2 for large and \$3.62 1/2 for medium.
All codfish with napes picked bring 25c over the above prices.
Salted whiting, \$2 per bbl.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.40 per cwt.; medium, \$1.85 per cwt.
Peak and Western bank fresh codfish, \$2.35 per cwt. for large and \$1.90 for mediums.
Cusk, large, \$1.75; mediums, \$1.25; Hake, \$3.90.
Dressed pollock, 90 cts.; round, 80 cts.
Bank halibut 10 cts. per lb. for white and 8c. for gray.
Fresh "drift" codfish, large, \$2.60 per cwt.; mediums, \$2.05.
Cape North cod, \$2.20 for large and \$1.75 for mediums.
Fresh large mackerel 19 cts. each; mediums 12 cts., tinkers 5 cts. each.
Fresh shad, \$3.15 per bbl.
Fresh whiting, 60 cts. per bbl.

Will Change in Fishing Trips.

Capt. Lemuel Firth has hauled sch. Sylvania out of mackerej seining and is fitting her for dory handlining.

Capt. Andrew Gouvereau is fitting sch. Claudia for deck handlining cod-fishing.

Capt. Almon D. Malloch, who came in this morning in sch. Indiana, from mackerel seining, has hauled up for a while at least.

Capt. John McInnis is fitting sch. Independence II for a salt bank dory handline codfishing trip.

Capt. George Hodgdon is fitting sch. Benjamin A. Smith for shacking.

July 24.

Halifax Fish Market.

The Halifax Herald says:
"The Caspe and Labrador catch of codfish is unsatisfactory to date and this gives a feeling of strength to the market. In sympathy with these reports the Lunenburg holders of bank fish are asking a slight advance on previous quotations, the last sale being about 6.25 per quintal, Lunenburg. It does not look as if we would have any cheap fish this season. Possibly after the hot weather is over, the supply may be greater, and this would tend to depress prices, but there are no indications of it yet. Meantime orders are small and margins narrow and the fish merchant's life is an unhappy one."

"Haddock are quoted at about \$4.50 and hake \$4. These fish are fairly plentiful."

"A few fat herring are arriving and selling at about \$4.25 ex schooner."

"Alewives are very scarce and quoted at about \$6.50."

"There are very few mackerel salted on the shore and we value them at about \$10.50 per barrel."

Fishing Fleet at North Sydney.

A question that has long occupied the attention of the citizens of North Sydney, C. B., and one that is of great import to every citizen of the town, will again come up for discussion at a meeting of the Board of Trade, which will be held next Tuesday night. The matter referred to is the bonusing of a fleet of fishing vessels out of North Sydney. That the establishment of such an industry means much for the town there is not the slightest doubt.

Fishing Fleet Movements.

Sch. Francis J. O'Hara, Jr., was at Liverpool, N. S., Friday.